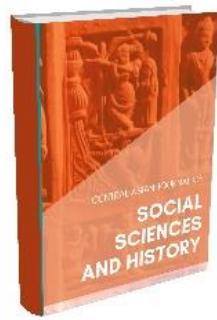




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Development of Trade in the Cities of Karakalpakstan in the XXTH Century

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Abstract:

This article is devoted to the development of trade in the cities of Karakalpakstan. It is mentioned that in the XX-th century the development of trade in Karakalpakstan was associated with the production of agricultural products. The existence of bazaars in Petro-Aleksandrovsk, Shabbaz (on the territory of the modern Beruni region), Shorakhan, Biybazar, Sarybai, Chimbay, Nukus, Khojeli, Nazarkhan was revealed.

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INTRODUCTION

Karakalpak region was divided into regions, and the settlement of people was influenced by civilization and urban culture, traditional urbanization developed in these places. Cities were important places of trade and handicraft in Karakalpakstan. They arose in connection with the need for territorial-strategic, economic and residential buildings in places reached by irrigation systems on trade routes of all types of natural and economic purposes.

The processes of development of the cities of Karakalpakstan stopped several times as a result of all kinds of destruction and extraneous fees. The destruction of the highly developed, cultural and flourishing cities of Misdakhan, Topirakkala, Guldirsin, Kirik Kiz and others is a vivid proof of this.

Cities are developing and growing rapidly. They have a long history and the population has not been stable. Today, most large cities are built up with such roads, especially the agglomeration of a big city and the desire of people to move to the city, the change of rural and urban lifestyles, all this, in general, has a natural character and progressive significance.

The city is a living memory of the past for the sake of history. Historians determine the emergence,

development, destruction of the city, the process of its disappearance in exceptional circumstances, the historical factors of urbanization, the features of the ethnic processes of the city, etc. A comprehensive problematic analysis of urban practices occupies a fundamental place in historical science.

Determination of the dynamics of development of various urban organisms on the basis of geographical, economic, natural conditions, the processes of resettlement of people in the regions and their stabilization, historical development, destruction and transformation into barracks, in general, the productive forces of the city. Common historical, cultural and economic areas of the city determine the development of productive power and trade.

MATERIALS AND METHODOLOGY

The scientific novelty of the research lies in the fact that the article systematizes and analyzes the ancient literature related to the emergence of trade relations and bazaars in the cities of Karakalpakstan in the XXth century, using the methods of urbanization processes, reveals little-studied problems in the history of cities.

In the article, using the literature related to the problem of trade and economic relations, they combine them in one direction and reveal the history of the development of trade in Karakalpakstan in the XXth century.

The aim and objectives of the article - the article reveals the history of the development of trade in the cities of Karakalpakstan in the XXth century. In addition, the article mentions the emergence of cities in Karakalpakstan in the XXth century, in particular, bazaars in Petro-Aleksandrovsk, Shabbaz (in the modern Beruni region), Shorakhan, Biybaazar, Sarybi, Chimbay, Nukus, Nazarkhan, and in areas where the Karakalpaks lived on the coast - Khojeli, Konyrat, Mangit, stopped at the historical aspects of the emergence of bazaars in order to satisfy their interest. Also, by analyzing statistical and other data, he showed the development of trade, the socio-economic development of Karakalpakstan in the twentieth century.

Theoretical and methodological aspects of the research are carried out from the point of view of historical, objective, problem-chronological, comparative-analytical, statistical and historical-retrospective methods of analysis.

Data on the problem from funds 17, 11, 12 of the relevant archival documents of the Republic of Karakalpakstan, historical data related to the history of Karakalpakstan in the XXth century were used.

RESULTS AND DISCUSSION

The results of the research can be used in writing and giving lectures on the history of the development of trade relations in Karakalpakstan in the most difficult period of the twentieth century. The history course of Uzbekistan and Karakalpakstan is rich in materials.

Trade plays a big role in the development of the city, the development of the city affects the economy, its borders expand, communication with other provinces and cities improves.

At the beginning of the XXth century, the main branches of agriculture in Karakalpakstan (cotton growing, clover growing, animal husbandry) were, to one degree or another, involved in the trade cycle. Trade was conducted in the markets twice on certain days of the week. There were bazaars in Petro-Aleksandrovsk, Shabbaz (now the Beruni district), Shorakhan, Biybaazar, Sarybi, Chimbay,

Nukus, Nazarkhan, as well as in the districts of Khojeli, Konyrat, Mangyt, where the Karakalpaks lived on the coast.

At the beginning of the XXth century, the mentioned trading points were not only among the local population of Karakalpaks, Uzbeks, Turkmens and Kazakhs, but also among Russian merchants, and the cities of Konyrat were the largest trading places. At that time, the peasants sold the products of agriculture and animal husbandry, and with the proceeds they bought things, food and tea, sugar, flour, agricultural implements, etc.

Agricultural and livestock products (cotton, clover seeds, wool, skins, etc.) passed through the hands of producers, were collected in the hands of large merchants, and, finally, when exported from the oasis, they were collected in large warehouses owned by Russian companies and sent by large trade routes. On market days, various merchants bought clover seeds for 100-150 poods.

In autumn, merchants bought a ton of cotton for 7 manats and 60 tiyin, and in December-January they sold it back for 11-13 manats. According to K.K. Palenin, in 1909 there were about 470 shops in three bazaars of the Chimbay district (Nazarkhan, Nukus, Chimbay), and their annual turnover was 2 million manats [1: F. 1, op. 2. ed., xp1086, l, 3, 9].

P. P. Ivanov. indicates that Chimbay is the second and only trading place in the entire oasis after Urgench. From the base, the city of Chimbay is a flourishing place of trade. In the XXth century, Chimbay was a small town with a population of 2,610. At that time, there were 180 shops in the city of Chimbay selling textile and food products.

During the autumn months, Chimbay experienced the biggest events, on market days about 2,000 people came to the city, and many of its buyers were travelers from nearby regions. In autumn, new arrivals mainly buy cotton, while clover is resold to agents of large foreign companies.

An important role in the Chimbay market is played by the trade in firewood and coal, which are relatively expensive goods.

The island's fishermen mixed fish with rye, millet and wheat at the Chimbay market. There were about 180 shops selling industrial and food products in the city. Goods were brought by merchants from Orenburg, Kazan, Urgench, Bukhara. Trade was conducted not only with neighboring cities, but also with merchants from different countries, and brought great benefits to the local population, officials, and the khan's treasury.

The market also performed a cultural and educational task, here visitors learned about the latest news, listened to storytellers, magicians, and enjoyed the performances of clowns [2:15].

Thus, it is shown that the role of trade in the development of the cities of the lower reaches of the Amu Darya is great. In this regard, the difference between Chimbay and the cities located in its vicinity dates back to different eras.

Petro-Aleksandrovsk city (now Turtkul region) gained great importance in the trade in agricultural products and became an important transport hub due to its port location.

At the beginning of the XXth century, the Petro-Alexandrovsk Bridge was used to compensate for the export and import of goods. In 1910, the annual turnover of internal trade in the Amu Darya region was 700 thousand manats in Petro-Aleksandrovsk, 400 thousand manats in Shabbaz, 300 thousand manats in Shorakhan, 200 thousand manats in Biybazar, 200 thousand manats in Sarybi, 600 thousand manats in Chimbay.

In 1912-1913, more than 2,292 people were engaged in trade in the Amu Darya department, and their total trade turnover reached 2.5 million manats, and in 1917 - 5.3 million manats [3: f.r.-17.op.110. d.15.l. 50.].

According to incomplete data for 1915-1916, 22 merchants with a turnover of less than 10,000 manats and 90 merchants with a turnover of 2,000 to 5,000 manats traded in Chimbay. Among them, Ubaydulla Kamalov, a wealthy merchant who lived in Chimbai, was associated with large merchants and trading companies of Orenburg. In 1914, the turnover of his company reached 30,000 manats.

In the development of trade in Karakalpakstan, the transport relationship has acquired great importance. Since transport served as a material support for the development of trade and industry, the roads Petro-Aleksandrovsk - Shabbaz - Nukus - Chimbay, Nukus - Khojeli - Konyrat-Guzar served as internal routes of communication.

The tributaries of the rivers Khojeli, Kipchak, Kitay, Urgench, Gurlen, Khanka, Khazarasp play a big role in the relationship between the peoples of the Amu Darya and the Khiva Khanate.

At the end of the 19th century, 85,000 camels and 20,000 carts with cargo passed along the caravan routes every year. In 1881, 9,240 camels were sent from the Amu Darya department along caravan routes, loaded with 20,480 tons of goods worth 42,000 manats. In 1892, 477,000 goods of goods worth 1,361,000 manats were sent abroad, and goods worth 1,112,000 goods were imported.

In the XXth century, there were 46 villages and rural societies under the leadership of elders in Nukus region. The region of Nukus region began from Karatav and Shilpik in the north and extended to Zaire in the south. From 1876 to 1916, Iniyat Niyazov was in charge of Nukus region. The Iniyat Volost estate owned the territory bordering the airport and the current new city of Kizketken. The village of Iniyat occupied a large area surrounded by thickets. Iniyat paid great attention to trade. The inhabitants of Khojeli were engaged in trade in livestock, oil and other agricultural products, and here people became more busy. Merchants supplied the people with bread not only on the banks of the river, but also carried it from the Turkestan region to the city of Kazaly.

At that time, trade was considered one of the most important areas in people's lives. The people of our country put their handicraft, agricultural and livestock products on the market. They also exchanged goods with merchants from other cities. Monitoring of trade in the market is well established. Those who failed to comply or committed trading fraud were kicked out of the market or subjected to other penalties. According to information from May 28, 1185, the headman of the Nukus market was Kurbaniyaz Bekniazov, and his annual fee was 120 rubles. There was a surcharge of 40 rubles.

A. E. Rossikova wrote in her 1902 article about trade in Nukus bazaar: "Earlier, you could find everything you need for everyday life in Nukus bazaar, but now it's hard to find soap and matches in two miserable shops. Twice a week, everything you need is brought from the large Khojeli market. For the Nukus people, this time is considered the most alive time" [5:51].

If we pay attention to historical periods, then the resolution of the 1st Regional Congress of Soviets of the Karakalpak Autonomous Region and the resolution of the 5th Congress of Soviets of Kazakhstan dated May 11, 1925 were approved at the XII All-Union Congress of Soviets of Russia. This is one of the most important stages in the history of the Karakalpak people, and its national-state reform was successfully implemented.

Karakalpak Autonomous region mainly included: Turtkul, Chimbay, Khojeli and Konyrat districts. Turtkul district included: Biybaazar, Sarybi, Turtkul, Shabbaz, Mynbulak, Tamdin and Shorakhan volosts. Chimbay region: Davkara, Kegeyli, Kokozek, Konyrat, Naupir, Nukus, Tallik, Chimbay and Janabazar volosts.

Khojeli district consisted of Karateren, Kipchak, Chinin, Lauzan, Miskin, Atin, Khoja Zarmish volosts. Konyrat district includes: Kizil-Zhar, Khanjhap, Moinak and Tokpak-ata volosts [6:152-153].

During this period, trade developed. In 1925, Obtorg was created, it led the state trade, its structure was the most massive of the former Soviet trade and strictly limited private traders.

History itself has shown that the Soviet government's ban on private traders limited trade and market economic relations in Karakalpakstan.

According to information, in the first half of 1925/26, the turnover of state institutions was 913,000 manats, and of cooperatives - 454,000 manats, and in the first half of 1926/1927, the turnover of state enterprises increased to 1,407,000 manats, and that of cooperatives - 454,000 manats.

During this period, the total turnover of individual trade institutions decreased from 2,752,000 manats to 1,800,000 manats. However, at that time, private traders accounted for 48% of the total turnover [7: f. 11, op. 1, d. 173, l. 222, 223, 227].

From September 15, 1926 to January 18, 1927, fairs were organized in the cities of Turtkul, Khojeli and Konyrat, which helped to limit private capital and contributed to the development of former Soviet trade.

In October 1934, A.K. Frolova, B.I. Sokolnikova, F.A. Ladoshkina, auto mechanic I.I. Leonov went from the Dzerjinsky district of Moscow to the lower reaches of the Amu Darya to strengthen the Karakalpak reuse union. [8:124].

In this regard, in 1933-1936, the national economy and the commodity position of agricultural products improved [9]. This allowed people to buy goods and bring goods into Karakalpakstan. Retail trade in tobacco products of wide demand was also developed. A large number of imported goods were imported from the territory of the RSFSR and Ukraine.

Due to the remoteness of Karakalpakstan, the territory of Karakalpakstan, the high mountains of the country's transport roads, there were difficulties with the delivery of goods. In this regard, the delivery of goods to the lower reaches of the Amu Darya began.

Turtkul city in the Karakalpak Autonomous Republic is located 454 kilometers from the nearest railway station of the city of Chardjov. There were inter-republican highways covered with sand and dust due to the fact that there were roads without natural asphalt, which were used for 3-4 months in the autumn-winter period due to traffic jams.

Considering all these problems, the governments of the RSFSR and the USSR began to ensure the early delivery of bread products and promotional goods to different regions of the country. In 1933, the price of advance delivery of goods from different regions of Central Asia to the Karakalpak ASSR reached 23 million rubles.

In 1933, the production of handicrafts from Karakalpakstan grew in absolute growth. As a result, 90 percent of retail trade (retail trade) accounted for imported goods.

CONCLUSION

In a logical and scientific analysis of the results of the research, the growth of trade in the XXth century is separated from its concentration in the hands of monopolies. At that time in Petro-Aleksandrovsk, Chimbay, Shabbaz, Nukus, Khojeli, Nazarkhan there were large trading bazaars. With the development of trade, transport relations also developed. Because transport is important for the development of trade and industry. In the XXth century, it was proved that in Karakalpakstan there were internal routes of communication along the Petro-Aleksandrovsk-Shabbaz-Nukus-Chimbay, Nukus-Khojeli-Konyrat-Guzar roads.

In the XXth century, as a result of the development of trade in the cities of Karakalpakstan, significant changes occurred in the socio-economic life of the people. New sales markets appeared, domestic and foreign trade increased, industrial enterprises were launched. The capital invested in the trading sector has the highest profit compared to other sectors of the economy.

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